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NATURAL PARKLANDS

CITY OF TORONTO PLANNING BOARD
JUNE 1960

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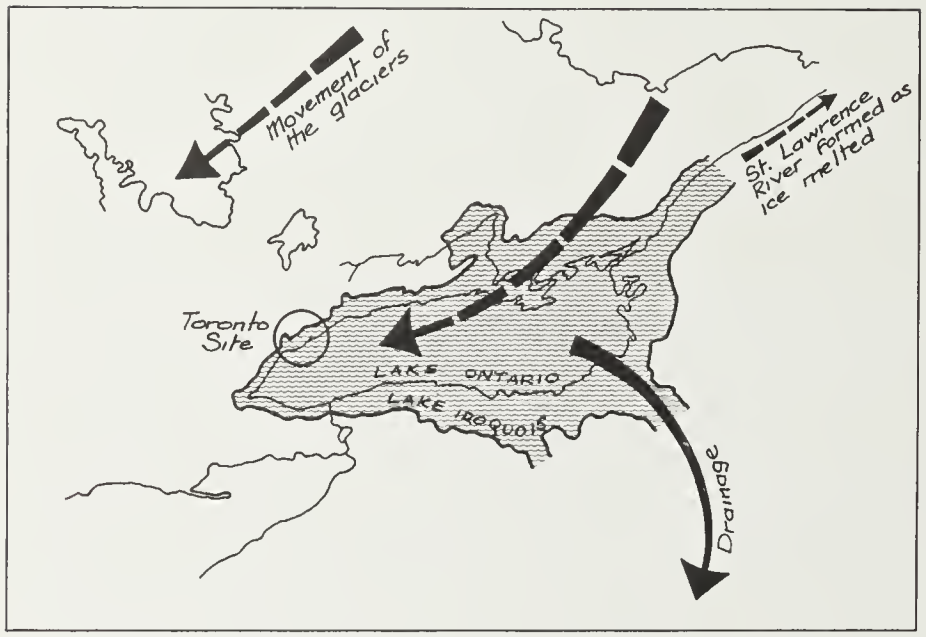
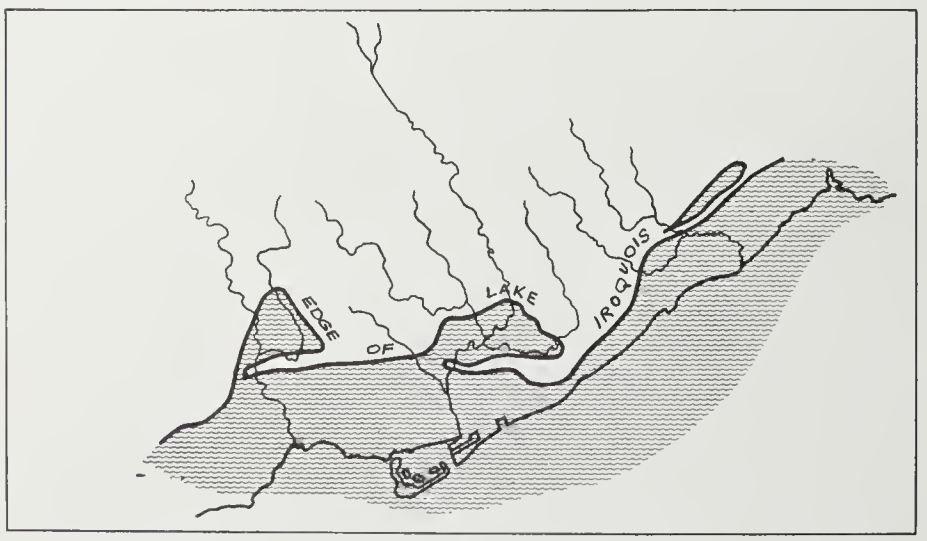


Lake Iroquois was created from melting glaciers.
It preceded the smaller Lake Ontario.

"Over a period of thousands of years
the forces of nature have been
preparing the site for a great city"

D. F. PUTNAM



The edge of Lake Iroquois in Toronto, marked now by the escarpment, included two large lagoons. These were later filled during a period of floods.

A million years ago, Lake Ontario, the Toronto Islands, the Humber, the Don and other ravines, all the familiar features of Toronto today, did not exist. Then, giant glaciers up to 6000 feet thick, part of the continental ice mass stretching from the Rockies to the Maritimes, pushed slowly southward over Ontario to New York and Chicago. Four times the climate changed from arctic conditions when the glaciers expanded, to periods even warmer than we now enjoy. During these warm times the glaciers receded and plants conquered the ground, but with the next cold wave, the ice masses pressed down on and over everything.

During the last ice recession about 20,000 years ago, the melting ice formed valleys, lagoons, rivers, deltas and lakes. In the Toronto area this culminated in the creation, about 10,000 years ago, of Lake Iroquois. As can be seen from the accompanying sketch, this was a much bigger lake than Lake Ontario. Today its edge is marked by the escarpment, the sharp rise in elevation that in Toronto is most apparent at Casa Loma. The Toronto area at that time had two bays, one at Weston and one south of Don Mills, whose shorelines in the west ran south of St. Clair and in the east along Kingston Road and the Danforth. Lake Iroquois settled out, depositing a mantle of sediment over several old ravines and filling them in. Today they are barely apparent.

During the formation of the St. Lawrence River system as we know it, Lake Iroquois emptied down to the present Lake Ontario Level, (it dropped from 450 to 245 feet above sea level) forming a new shoreline, and on the slopes between the old and the new lake edge, smaller ravines were cut by streams draining into the new lake. The two lagoons were filled in and, after several catastrophic floods (Hurricane Hazel was just a heavy rainstorm by comparison), joined to create the existing Toronto Bay.

Winds and birds from the south carried the seed of new plant life to conquer the ground, eventually creating a forest of stately trees and lovely woods, and Toronto was ready for its first settlers.

Cover...
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NATURAL PARKLANDS

in the

CITY OF TORONTO

CITY OF TORONTO PLANNING BOARD
JUNE 1960

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LOCAL 437

Commissioner of Planning and Secretary-Treasurer: M. B. M. LAWSON

June, 1960.

Natural Parklands in Toronto

The ravines of Toronto and its shoreline on Lake Ontario are the two great natural features which enhance and distinguish the City from other urban centres. It is an enduring principle of City planning that topographical advantages such as these should be carefully preserved, adapted and developed for the wide benefits they so freely offer.

In the realm of parks and recreation, the ravines present unique opportunities which cannot be matched by any other method of providing essential open areas for outdoor enjoyment. Already, many of our public parks are sited in ravines but four hundred and fifty acres of ravine lands still remain with no clear expression of public policy to say what their future shall be. Meanwhile, every year buildings, roads and filling are destroying what remains of these irreplaceable slopes and woods which could go the way of the eight hundred and forty acres which have already been sacrificed to the pressure of urbanization.

This report points out that the ravines offer unparalleled opportunities to maintain natural green areas in the heart of the built-up City, which is itself quickly receding from the countryside as the Metropolitan area extends further outwards. Moreover, these secluded treed walks and grasslands are naturally arranged in the form of a continuous park system, immediately accessible to the many thousands of people who live beside it. The system is also served by transportation facilities which will bring many other people to share its pleasures. The ravines offer respite from masonry and concrete, freedom from noise, a natural setting for relaxation, a safe yet interesting environment for children, escape from the automobile and trails for the walker, photographer, skier, naturalist and horseman.

This report describes the ravines and suggests what should be done to obtain the best results from one of the City's finest natural resources. We urgently seek the understanding and co-operation of all concerned in implementing one of the most clear-cut and advantageous civic improvements now under consideration in Toronto.

Chairman.

NATURAL PARKLANDS IN THE CITY OF TORONTO

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—and—

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Mr. T. W. Thompson, Commissioner, Department of Parks, Municipality of Metropolitan Toronto
Mr. J. D. George, Chief Design Engineer, Department of Roads, Municipality of Metropolitan Toronto
Mrs. H. Sutter, Metropolitan Toronto and Region Conservation Authority
Metropolitan Toronto Police

1. THE CHALLENGE

"Nothing in the Official Plan of the City adopted by the Council on May 1, 1950, or in the annual estimates adopted by the Council over a long period of years before and since that date indicates that the City is interested in protecting the ravines by the adoption of a comprehensive policy of acquiring privately owned ravine lands for public use."—*Ontario Municipal Board*, April 4, 1955.

There never has been and there is not at present a City policy on the preservation and use of natural parkland. Today, the fact that Toronto was built on a beautiful lakeside site is almost totally obscured. The wooded escarpment that dominated the view of the early Toronto, and which was one of the principal natural features of this site, has been almost completely obliterated by development. And, by a process of steady infilling, 840 acres of the 1900 acres of original ravine land in the City, are now given over to houses and factories and roads.

But all is not yet lost. Over five miles of a total of eleven miles of lakeshore within the City and most of the Toronto Islands are reserved, many of the City's parks are sections of ravine land, the river valleys remain, and about four hundred and fifty acres of ravine land are still open.

There is still an opportunity to maintain in the heart of the built-up City a continuous environment of natural green spaces. To do this we need a clear-cut policy on the recreational use of the ravine and valley areas; we need to find ways of assuring that the privately-owned land within the ravines will not be developed and will not break the continuity of the system; and we need to act now. Natural parklands are unique and have no substitute. Unlike other types of park, a loss in one area cannot be compensated in another and an acre of ravine land lost to development is an acre lost almost forever. The need for protection is immediate; and the resulting advantage to the City will be immense. This is the challenge and the opportunity with which this report is concerned.

2. THE LANDS

The main ravines within the City are small tributaries of the Don River, which is one of the four major water courses flowing across the Metro Toronto area into Lake Ontario. Starting from the west, these are the Humber River in Etobicoke, the Don River, with its east and west branches, and at the eastern end of Scarborough, Highland Creek and the Rouge River.

The open space system of the Draft Metropolitan Toronto Official Plan concentrates on these four rivers. Parks of metropolitan significance exist or are proposed on Highland Creek, both branches of the Don River and its tributaries, on the Humber River, the Rouge River, and on Black Creek and Mimico Creek. The effect of this plan would be to create long fingers of open space extending throughout the whole Metropolitan area. The only finger which touches the City is the Don Valley, whose four tributaries—Lawrence Park Ravine, Moore Park Ravine, Vale of Avoca-Park Drive Ravine and Rosedale Valley Ravine—enter the Lawrence Park and Rosedale districts of the City. It is thus possible to create an open space system based on the Don River and its tributaries reaching into the City to within two miles of downtown Toronto and extending up to Steele's Avenue on the northern limit of Metropolitan Toronto, and beyond. There are three more limited areas within the City that are remnants of ravines—the Nordheimer Ravine, extending north-westerly from Rosedale Valley into Forest Hill and York Township; the Edgewood-Fairmount-East Lynne Parks, running north from Old Woodbine race track; and Glen Stewart Park, extending from Queen Street to Kingston Road in the east end of the City.

The location of valley and ravine lands, the proportions privately and publicly owned, and their relationship to the Metropolitan park system are shown on Maps 1 and 2.

TOWNSHIP OF NORTH YORK
TOWNSHIP OF SCARBOROUGH
WESTON
FOREST HILL
LEASIDE
TOWNSHIP OF YORK
TOWNSHIP OF ETOBICOKE
CITY OF TORONTO
TWP. OF EAST YORK
SWANSEA
MIMICO
NEW TORONTO
LONG BRANCH
Toronto Island
LAKE ONTARIO
Finch Ave. W.
Sheppard Ave.
Wilson Ave.
Dixon Rd.
Lawrence Ave. W.
Eglinton Ave. W.
St. Clair Ave. W.
Bloor St. W.
Dundas St. W.
Queen St. W.
The Queensway
Lake Shore Rd.
Finch Ave. E.
Sheppard Ave. E.
Ellesmere Ave.
Lawrence Ave. E.
Eglinton Ave. E.
St. Clair Ave. E.
Danforth Ave.
Bloor St. E.
Dundas St. E.
Queen St. E.
Don Mills Rd.
Yonge St.
Bathurst St.
Spadina Ave.
Dufferin St.
Keele St.
Jane St.
Islington Ave.
Kipling Ave.
Royal York Rd.
Victoria Park Ave.
Warden Ave.
Kennedy Rd.
Midland Ave.
Markham Rd.
Pharmacy Ave.
Woodbine Ave.
Coxwell Ave.
Leslie St.
Parliament St.
Mount Pleasant Rd.
Avenue Rd.
Bayview Ave.
Laird Dr.
Dunn Ave.
Jane St.
Weston Rd.
Scarlett Rd.
Runnymede Rd.
Islington Rd.
Richview Sideroad
Eglinton Flats
Toronto Island Airport
Downsview Airport
C.N.R.
C.P.R.
HIGHWAY 401
HIGHWAY 27
VALLEYS AND RAVINES
IN METROPOLITAN TORONTO
RAVINE AND VALLEY LAND
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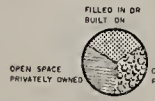
RAVINE LANDS IN THE CITY.

ORIGINAL AND EXISTING.

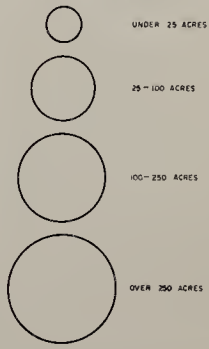
RAVINELAND

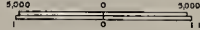
RAVINELAND NOW FILLED IN OR BUILT ON

PROPORTION OF EACH RAVINE THAT IS :-



SIZE OF CIRCLE SHOWS NUMBER OF ACRES IN EACH RAVINE





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3. THE USES

As the City grows and the countryside recedes, natural parklands in the heart of the City become of increasingly greater value to the people of the City. The inter-penetration of city and country in a continuous park system provides a way of satisfying the emotional need of seeing and of being in a natural environment—without having to escape the City. This is particularly important in the modern motor-dominated City. The more dependent we become on the car, the more important it becomes for us to get out and walk.

The Toronto ravines provide the backbone of a park system, accessible at many points, and tied together by paths and trails. Recreational activities within this kind of park arise out of the physical features of the system itself. At points where the ravine is very narrow only a pedestrian trail, bicycle or bridle path is possible, but where the ravine widens the opportunities for development widen as well. Small grassy patches can serve as picnic areas, either with or without tables. A bank alongside the path or a stand of trees can be planted with flowers and shrubs which will grow and multiply on their own. More formal and carefully maintained gardens can be created near to streets and at points where the site has particularly good landscaping possibilities. Areas could be developed as outdoor museums of plant life. At a few strategic points, where the ravine is deep, opportunities are provided for broad valley views. Occasionally, where space and services are available, and proper supervision possible, small play areas with a wading pool or children's equipment can be fitted into the informal ravine setting.

But the main value of the ravines will always be as informal, unorganized recreation areas and open spaces in which natural woodlands are preserved. As such, they serve, potentially, a large number of people and a great diversity of interests: hikers, singly or in groups such as Boy Scouts and other youth groups; naturalists and bird-watching groups; forestry students; day camp groups; horseback riders; Sunday walkers and bicycle riders; and, in the wintertime, tobogganers and trail skiers.

The ravine system can meet not only specific recreational needs, but may also take on further significance as an element in green routes, linking larger parks and natural areas, and utilizing, in between, those streets which are interesting for their appearance or historical significance. In this way the ravines could form part of a broader feature that interlaces and leavens the entire urban scene.

To achieve this aim it is first necessary to identify the potential parkland systems in the City that must be reserved, and to establish the main features of each.

4. THE RESERVES

On Map 3 are shown the seven proposed natural parkland reserves. Six include ravine lands which are still partly in private ownership and which would be improved as natural parkland systems. Most of the acreage is in four ravines, one in the Lawrence Park district and the other three in the Moore Park and Rosedale districts. Each area is described below to show its present state, the non-recreational developments which will affect it in the future and the use which might be made of it as recreational open space. The first three areas, in Rosedale and Moore Park, are described only briefly here; their future possible development is examined in Section 6 of this report.

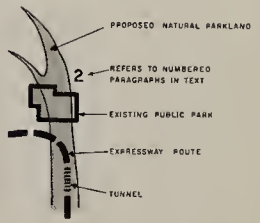
The number before each ravine title below corresponds with the number on Map 3 showing the location of the parkland.

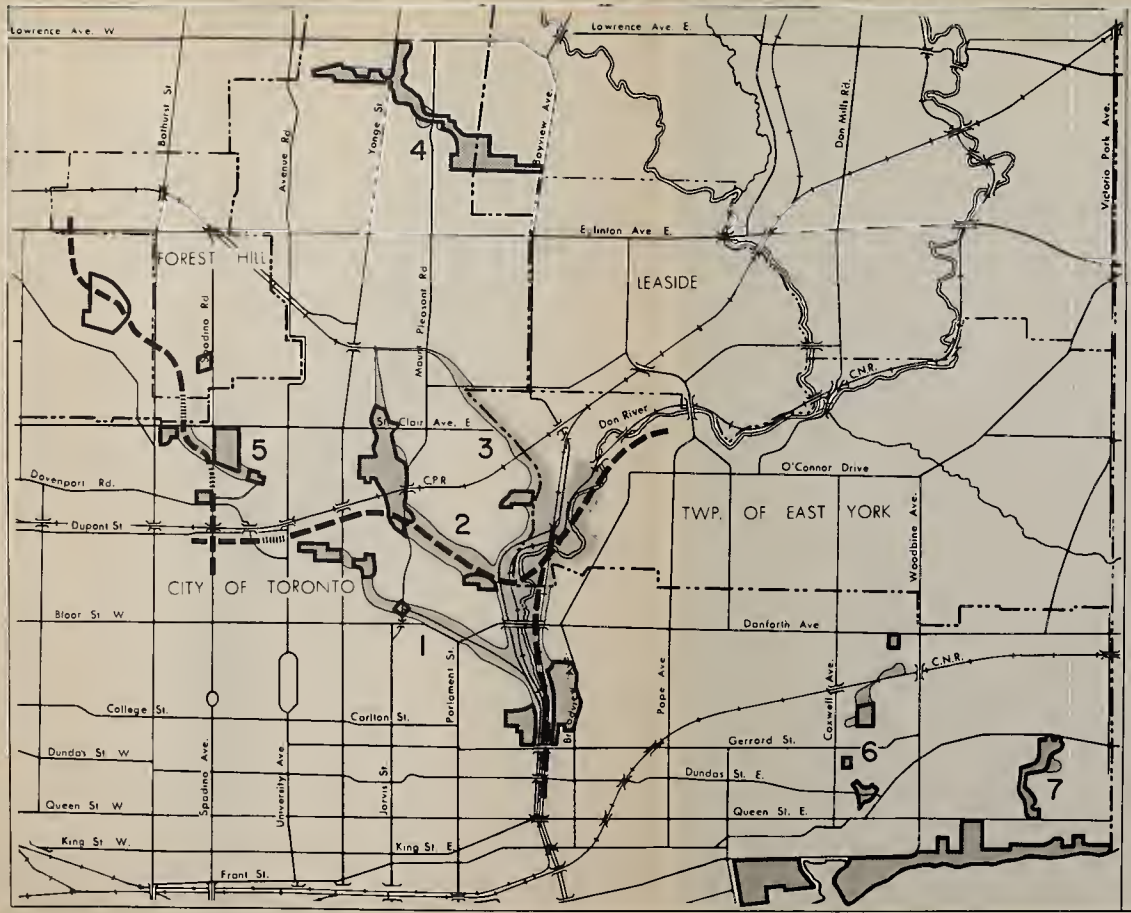
(1) *Rosedale Valley* runs from Yonge Street opposite Ramsden Park to the Don Valley just north of Riverdale Park. It was an early barrier to northward development of the City and still very clearly separates Rosedale from the quite different development to the south. One street, Park Road, crosses the ravine at surface level, and Rosedale Valley Road runs along its bottom for virtually its entire length. The latter road serves as a link between the Bayview Extension and the Bloor-Yonge intersection. Between Yonge and the point where Mount Pleasant Road crosses it at elevation, the ravine has some wide and flat bottomlands, but from Mount Pleasant Road to the Don Valley it is mostly sloping with only the occasional flat patch. Except for two stretches of private land totalling about 1300 feet in length, a strip of public ravine land runs from Yonge Street at Ramsden Park to the Don Valley at Riverdale Park. Two apartments have access from the ravine and the building of one other comes within a few yards of the Valley Road, but apart from these the privately owned ravine lands are not built up. There have been recent proposals, however, to build on the commercially zoned slopes on the south side of the ravine.

Except for the existing park immediately behind the Rosedale Subway station, none of these ravine lands lend themselves to formal park development on any scale because of narrowness and steep slopes. There are a total of 87 acres in the Rosedale Valley, of which about 31 acres are private, 17 in public road and other public uses and 38 in public open space.

(2) *The Vale of Avoca-Park Drive Ravine* runs through the centre of Rosedale from the Don Valley up into Mount Pleasant Cemetery above St. Clair Avenue. It is a longer and, in its central portion, a much wider ravine than Rosedale Valley and is developed more extensively as a public park. The bulk of the public open land is in Rosehill Reservoir Park between St. Clair and Mount Pleasant Road. This is one of the most pleasant natural parks in the City. Closer to the Don Valley the ravine narrows, though there is still a substantial amount of flat or gently sloping bottomland. Park Drive Reservation

PROPOSED NATURAL PARKLAND RESERVES





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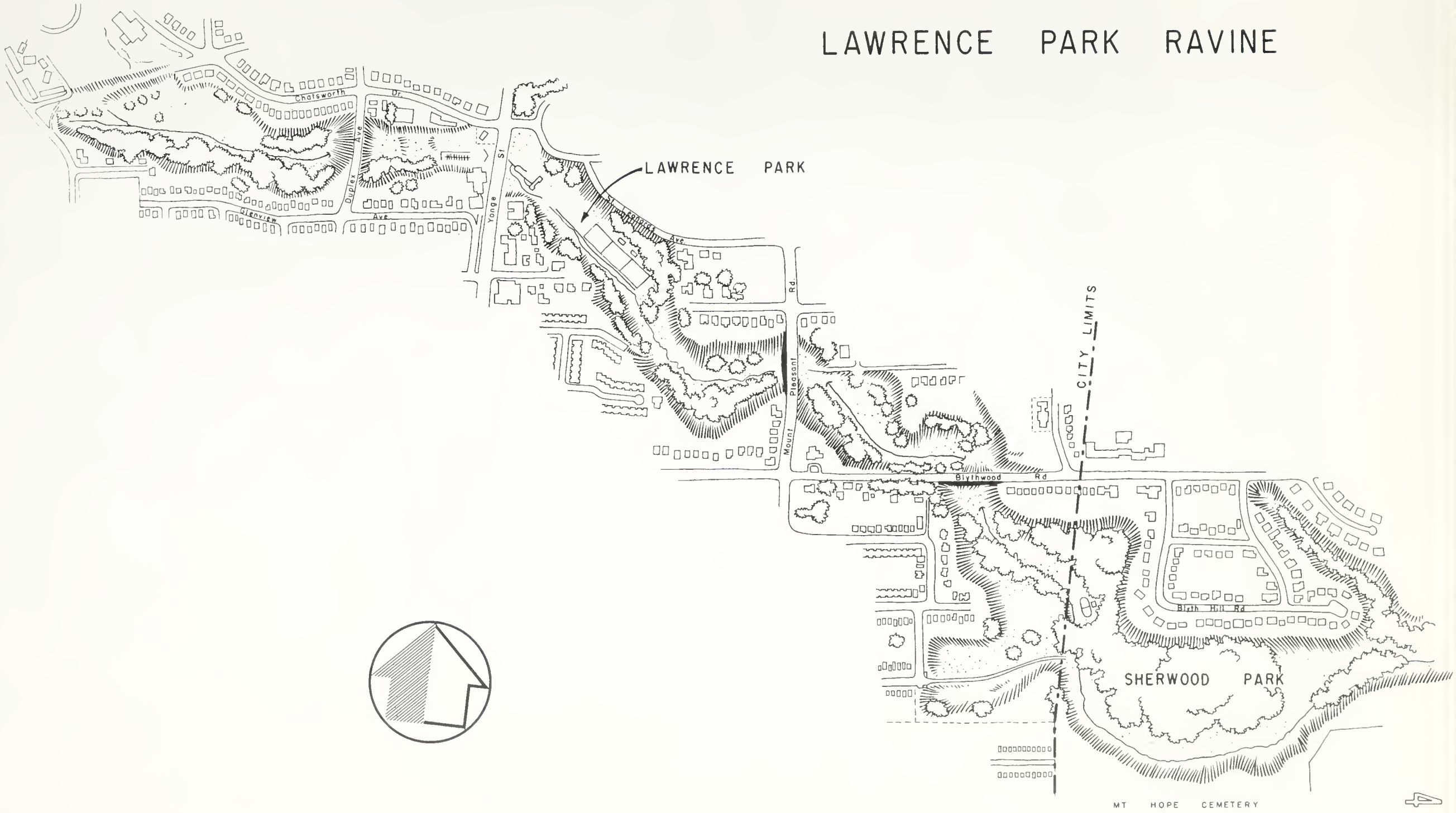
LAWRENCE PARK RAVINE



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is at present a dirt road that runs along the bottom of the ravine between Mount Pleasant Road and the Don Valley, but this is the proposed route of the Crosstown Expressway which, if it is built, will claim a right-of-way varying from 100 to 200 feet or more in width through all of this lower part of the ravine.

Open land will be left alongside the Expressway, but the road will change the appearance and atmosphere of the ravine. It will not be possible to duplicate Reservoir Park, but if the Expressway and open space use of the ravine is planned as a single development project, a continuous, useful green strip can be created connecting Reservoir Park with the Don Valley. Maximum utilization of the ravine as open space is not likely to result if park development is planned after the Expressway route is laid out, for open land can easily be cut off and in other ways rendered unusable for any kind of open space purpose.

This is a park reserve of some 124 acres, made up of 63 acres of private land, 7 of public road and other public uses and 54 acres of public open space.

The great potential of this whole ravine is as one-half of a circle of natural park. The other half is largely made up of Moore Park Ravine.

(3) *Moore Park Ravine* is the last of the three ravines leading off from the Don at about the same point, and like the Vale of Avoca, it reaches through Mount Pleasant Cemetery. It is narrow for almost its full length, widening at Chorley Park before joining the Don Valley. At one time this ravine was used by the Belt Line Railway and now a road allowance follows the same route, but today there is only a dirt road, used by riders and pedestrians, and there are no plans for road improvements.

With both the Vale of Avoca and Moore Park Ravine close together in the Don Valley and terminating in Mount Pleasant Cemetery, there is an opportunity to create a very extensive system of pedestrian and bridle paths running through a variety of ravine lands and connecting with Reservoir Park and Chorley Park. It might even be possible to make connection through the Cemetery between the ends of the two ravines, in which case a circular system would be created running some 4.5 miles in circumference.

This ravine contains some 67 acres, of which 43 are private and 24 are public open space.

(4) *Lawrence Park Ravine* (Map 4) extends across north Toronto east from Havergal College grounds near Avenue Road to the west branch of the Don River in North York. Most of the ravine land is publicly owned, and from Yonge Street eastward it is developed and maintained as parkland of various types. Directly facing Yonge are the formal Alexander Muir Memorial

Gardens and immediately behind these are tennis courts and bowling greens. From here the more natural ravine land with stream (now partly channelized), tall trees, bushes and meadow continues over to Sherwood Park on the eastern side of the City. This is a large park with grassy slopes, a playing field and a small children's playground, but in North York it again reverts to a natural ravine setting, gently sloping and densely covered with trees and bushes. The Park continues eastward to Bayview Avenue, but only as a narrow strip. The ravine also narrows slightly and continues across Bayview to join the west branch of the Don River.

In contrast to the Lawrence and Sherwood Parks section, this ravine to the west of Yonge Street is largely neglected public open space, with much of it completely bare of trees. Access from Yonge is obstructed by a service station but at present this is no great loss, for the open space behind is a wasteland with no cover whatsoever. One block west the ravine is blocked by the high embankment of Duplex Avenue. On the other side, the ravine assumes a more natural setting of tree covered slopes, partly in private ownership, but it soon widens and here it has been mostly cleared, creating a large tilted field sloping down to a stream. The public lands end at this point, and the ravine becomes part of Havergal College grounds and the Lawrence Park Collegiate playing field.

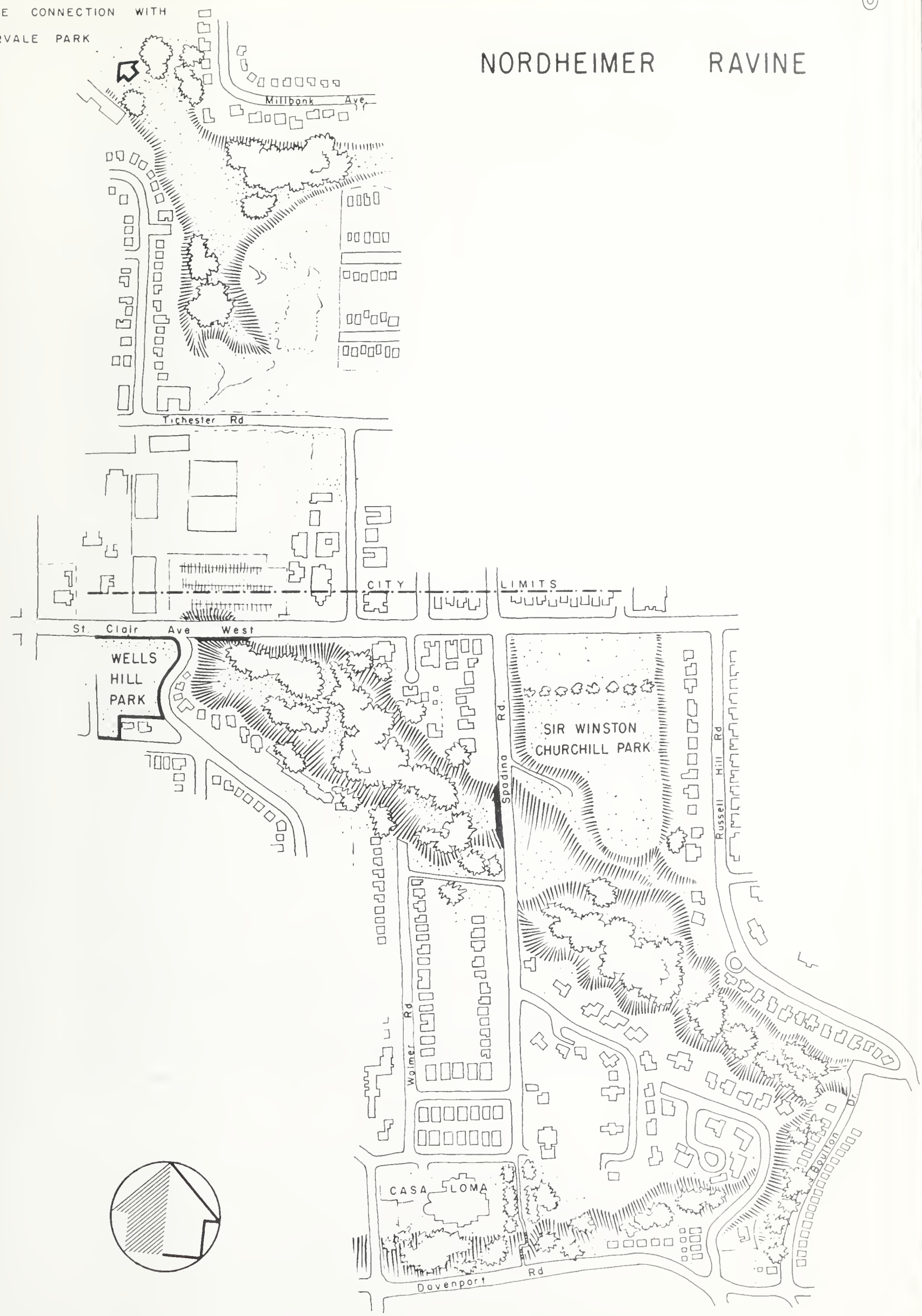
The Lawrence-Sherwood Park portion of this ravine is the best example we have of the varied development which is possible in a stretch of ravine, and except for the acquisition or preservation from development of a few pieces of land now privately owned as the rear of residential lots, this report suggests no other extensions in the near future.

The greater need is to extend these conditions in both directions along the ravine. East of Sherwood Park to the Don the ravine is in North York. The Metropolitan Toronto Official Plan proposes that a Metropolitan Park take in the ravine from Bayview Avenue to the Don; this leaves a small stretch of ravine between Sherwood Park and Bayview Avenue, which if acquired by the Township, would make it possible to have a ravine park stretching across the City and North York for a distance of 2.5 miles. The ravine joins the Don at a point where a large Metropolitan Park is proposed and this, in turn, will have a park connection with Edwards Gardens to the north and the lower Don and Rosedale ravines to the south.

East of Yonge Street and Lawrence Park, the half mile of ravine described above is mostly publicly owned, although there are some parts in private ownership near the top of the slopes. The commercial property fronting on Yonge has so far discouraged the creation, on the west side of Yonge, of gardens like the Alexander Muir Memorial Gardens on the east side, and because of the bare and flat condition of this section of the ravine, a landscaped garden park and/or organized recreation playground are probably the most appropriate forms of development. The remainder of the ravine to the west is now

RAVINE CONNECTION WITH CEDARVALE PARK

NORDHEIMER RAVINE



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accessible only from Cheritan Avenue at its west end. It cannot be reached from the east because of the embankment "wall" at Duplex Avenue, but this could be quite easily surmounted by building steps or a snake path up both slopes. Because most of the ravine west of Duplex is a grassed slope, it would probably be best developed as a terminal passive recreation park marking the western end of the Lawrence Park Ravine system.

This park reserve contains some 86 acres—26 acres private, 6 acres public road and other public uses and 54 acres public open space.

(5) *Nordheimer Ravine* (Map 5) originally was a westerly continuation of Rosedale Valley, but long ago was filled in and built on between Ramsden Park and Davenport Road. What remains of this ravine starts as a watermain easement on Boulton Drive near Davenport Road and continues as a ravine in a north-westerly direction, passing along the south side of Winston Churchill Park, and reaching St. Clair Avenue near Bathurst. On the north side of St. Clair, in York Township, the ravine is filled in and used as a parking lot for a block but then runs as a natural ravine for three-quarters of a mile up to Cedarvale Park.

Publicly owned open space in this ravine runs without obstruction from Boulton Drive to St. Clair Avenue. This is held partly as open space, partly as unopened road allowances and partly as Metropolitan Parkland. There is a substantial amount of privately owned ravine land at various points, but except for a hundred foot stretch, public land running through the ravine is at least 100 feet wide.

Two major non-park developments will likely affect this ravine between Spadina and City Limits. As now planned, the Spadina Road extension will enter a tunnel beside Casa Loma, leave the tunnel at the ravine and use the ravine as its route up into York Township as far as Cedarvale Park. A T.T.C. rapid transit line will also run in the vicinity of the ravine, but at present its route is less certain.

Once again, there is still the possibility of creating an extensive ravine park running, in this instance, over a mile and a half from Cedarvale Park in York Township down to Davenport Road on the escarpment. It would form a green pedestrian link between three large public areas: Cedarvale Park, Sir Winston Churchill Park on St. Clair and Casa Loma on the escarpment. There would be at least two breaks in the system: one on the north side of St. Clair where the ravine has been filled in for a block and a half and is partly used as a parking lot; another, near Davenport Road, where a number of residences on Boulton Drive and Davenport Road divide publicly owned lands into several plots. A direct pedestrian link between Casa Loma and the public lands on Boulton Drive is possible if public access is obtained along the face of the escarpment through private property, but streets would have to be used at other points.

Although a less unified system can be achieved here than is possible in the ravines previously mentioned, it makes sense to create a pedestrian park connection between the three major public areas, and in fact the ravine below Reservoir Park is already well used in this way. If the ravine is to be improved and extended it will be essential to plan transportation and open space development of the ravine as a single project.

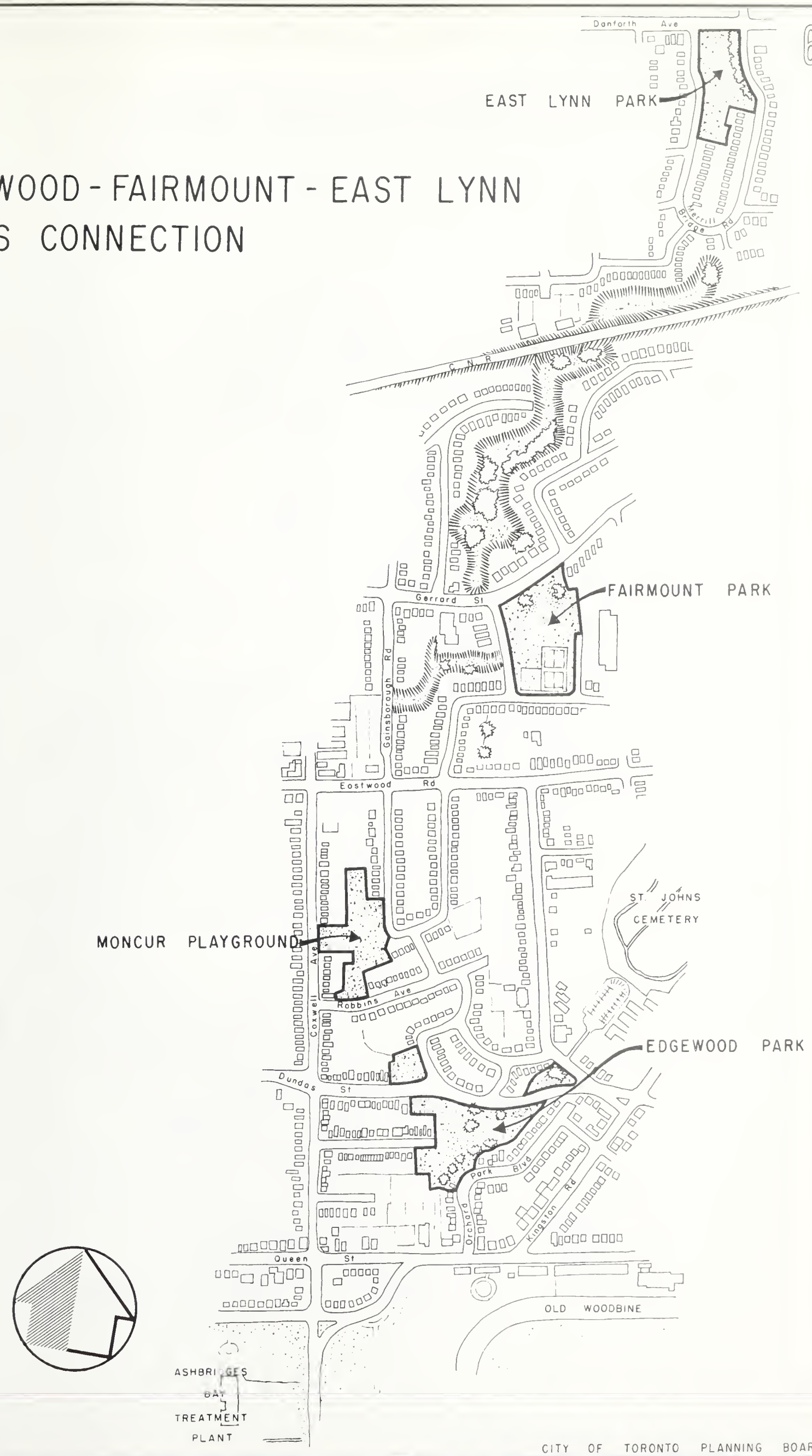
There are 28 acres in this ravine, of which 7 are private, 15 are roads and other public uses, and 6 are public open space.

(6) *Edgewood-Fairmount-East Lynne Parks Ravine* (Map 6). Ravines in the eastern half of the City beyond the Don River have been substantially filled in years ago. One of these runs north from Old Woodbine racetrack, but only a few sections remain open: Edgewood Park on Dundas Street, a short road allowance alongside Fairmount Park, a stretch of overgrown open ravine running north from Gerrard on either side of the railroad tracks, and East Lynne Park on the south side of Danforth Avenue. About seventy-five percent of the original ravine is no longer open space. Another branch of the ravine appears alongside St. John's Cemetery. In the future, if present plans are implemented, the Frederick G. Gardiner Expressway will follow and take up much of this open land.

So little remains of the ravine that it is no longer possible to create an interconnected open space system, but it could be developed as a pedestrian "green route" between the major lakeshore parklands and the residential areas. Under present conditions, a pedestrian trail would start from the large open space (already equipped with picnic tables) offered by the spacious grounds of the sewage treatment plant at Coxwell Avenue; cross Queen and enter Edgewood Park via Orchard Park Boulevard; leave this park on the north side of Dundas Street, if possible by a pedestrian easement at the rear of some deep residential lots; enter Monarch Park at Robbins Avenue; use Gainsborough Road to reach the undeveloped road allowance running between Gainsborough and Fairmount Park; and cross Gerrard Street on the north end of the Park to use a shallow section of ravineland (a pedestrian tunnel under the railroad similar to the one at Monarch Park would be needed) to reach Merrill Bridge Road and East Lynne Park on the south side of the Danforth.

This is an achievable, though somewhat incoherent green linkage running north from lakeshore open space about 1.4 miles to the Danforth but using public open space, existing or potential, for slightly less than a mile and streets for the other half mile. The main land acquisition involved would be the open ravine north of Gerrard Street now privately held, and in order to utilize this land as a connector, it would be necessary to tunnel through the raised railroad bed.

EDGEWOOD - FAIRMOUNT - EAST LYNN PARKS CONNECTION



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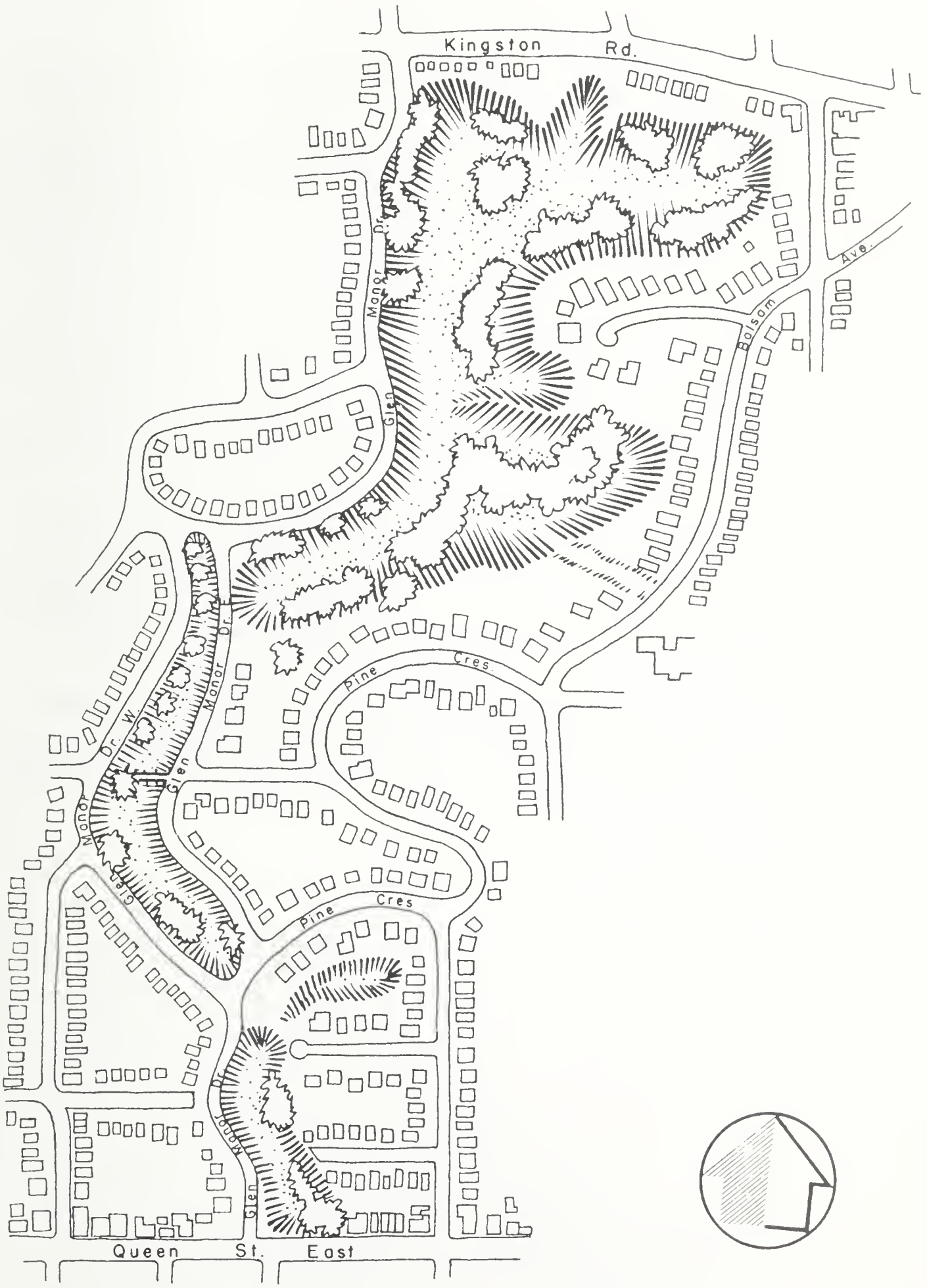
GLEN STEWART PARK RAVINE.



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This is perhaps the main instance where expressway plans could improve future parks development. The Frederick G. Gardiner Expressway is planned to run up from the lakeshore along the same route described above. This will utilize existing open space but also require clearing a route through housing as well. If plans for the expressway and a park link can be coordinated, it will be possible to have a more direct and unified green strip running northward. To do this would have the added advantage of creating a buffer between the expressway and adjoining houses, a feature which at some points on the route may be a necessity because houses and the road will be so close together.

(7) *Glen Stewart Park* (Map 7) ravine consists of a public park which runs uninterrupted, except for crossing roads, from Queen Street a block north of the beach, to Kingston Road, over half a mile to the north. This is a good example of a well preserved, small ravine; its enhancement of the adjoining residential blocks is quite apparent, and it serves as a place where residents can walk for some distance in a natural green setting. The southern half of the ravine, as it passes through existing development, is 150 feet wide or less. Near its top the ravine widens to 450 feet and more in places, but a section of this consists of the rear of private lots, so that public parkland has width only at the top of the ravine where it meets Kingston Road. No part of the ravine is flat enough to handle organized recreation facilities, but it may at some time in the future be feasible to improve and landscape the ravine as a sitting-out area with picnic tables and planting. If it is desired to preserve ravine land for future expansion, it follows that the privately-owned section should be included in any natural parkland acquisition programme. Just last year there was a request for rezoning to permit a large apartment block on the deep lots which contain this private ravine land.

There are about 9 acres of private land in this ravine, 2 of public road and other public uses, and 15 acres of public open space—26 in all.

TOTAL RESERVES

Considering all the reserves together, the City contains a potential natural parkland network of some 438 acres, of which 186.5 are private; 48.5 are in road allowances, easements, etc., and 203 acres are public open space.

EXISTING NATURAL PARKLANDS

VIEWS OF SHERWOOD PARK, LAWRENCE PARK RAVINE

A VALUABLE PROXIMITY
The ravine, a step away from the Bloor business area, has great value as a visual relief and a place of refuge from the stresses of city living

AN INVITATION TO RELAXATION
Like graceful ladies these lovely elms line Rosedale Valley Road, enhancing the walk or drive to the Don Valley and the rest of the natural park area

THE PEDESTRIAN GETS A BREAK
The Glen Road footbridge provides a scenic link between the bustling City and the homes along the ravine, and will lead from subway to hiking trail on the north side

A NATURAL BOWL

From the Rosedale Subway Station you turn right and walk down the slope into a green wonderland—a place for a picnic, a game of catch or for boy scouts to assemble

A HOCKEY RINK

The spontaneous play of children overflows into the Valley

REST AT RESERVOIR PARK

You can go down the steps at Summerhill, go under the railway underpass into this place of refuge

5. THE PROGRAMME:

Consideration has been given to all the ravine lands in the City that might reasonably be included in a programme of natural parkland development. Some ravines and portions of ravines have greater parks potential than others; various public authorities have acquired substantial holdings but private property is scattered throughout the potential systems; some privately owned portions, because of location, may be subject to pressures for building in the near future; some publicly-held land is earmarked for expressway use. Initiation of a ravine development plan involves four essential steps;

(1) adoption of a public policy regarding preservation and development of ravines as public open space;
(2) adoption of principles by which this development is to take place;
(3) setting up of priorities by which additional public ravine land is acquired and other land protected from development and
(4) examination of the means by which land can be kept as open space.

Unless a basic plan of this kind is adopted, land acquisition and/or control, which will require several years to complete, will have no logic or direction.

To be effective, the ravine development plans will have to be embodied in an amendment of the Official Plan covering basic policy, principles of development, the system of priorities, and the means of controlling land for park purposes.

BROAD POLICY

The goal of the natural parkland programme can be stated simply—

(a) to reserve the seven remaining natural areas as open space, and
(b) to provide for uninterrupted public access through the ravines, with links to existing parks, and to natural parkland outside the City, wherever possible. The policy shall include the following features:
  (a) Acquisition and control shall proceed on the basis of a system of priorities.
  (b) Each park area, in sequence of its position in the schedule of priorities, shall be first reserved by whatever methods are appropriate, and then provided with a continuous walking trail.

PRINCIPLES OF DEVELOPMENT

The principles that should guide the development of these parklands are as follows:

(1) The park use shall be the primary use of the seven reserve areas.
(2) Natural vegetation—including trees, shrubs, wild flowers and tangles of undergrowth—shall be retained to the greatest degree possible.
(3) Development and activities shall be restricted to those which are in harmony with the maintenance of the reserves as woodland areas.
(4) Activities, such as picnic areas and day camp sites, that require cleared space shall be fitted into existing clearings.
(5) Safe, separated crossings shall be provided wherever roads bearing heavy traffic need to be crossed, to maintain the continuity of the park system.
(6) Where metropolitan expressways are planned to run through ravines, as in Park Drive Ravine, the needs of the expressway and park system should be coordinated and fitted together. Because the park use is primary, the expressway in its alignment, cross-section design and inter-change arrangements will need to be adjusted to the park environment.

These principles arise from the premise that the remaining ravine lands are to be respected and reserved as natural open space.

PRIORITIES

A system of priorities that establishes the sequence of acquisition and control of all remaining natural parklands is essential to the achievement of the entire programme at a minimum cost. There are two kinds of priorities that are important. There is the city-wide priority, establishing the order in which the seven reserve areas are dealt with, and there is the priority that establishes the sequence of acquisition and control within each reserve area. In each case it is possible to state certain clear governing principles. For the city-wide priority system the determining factor is accessibility,—determined by location and relationship to transit lines. For the priority schedule within each reserve the lands will fall into four main groups, on the following basis:

1st: Lands essential for the minimum inter-connected system.

2nd: Lands required for scenic and environmental purposes, under immediate threat of development.

3rd: Lands required for scenic and environmental purposes, which could legally be built on.

4th: Lands required for scenic and environmental purposes, which because of zoning controls and the absence of legal access could not be built on.

The actual selection of lands within each reserve area will arise out of the plan developed for each area. City-wide priorities, on the basis of the stated principle, work out as follows:

Rosedale Valley - - - - - - - - - - - - - - - *1st priority*
Vale of Avoca-Park Drive Ravine - - - - - - - - - *1st priority*
Moore Park Ravine - - - - - - - - - - - - - - - *1st priority*
Don Valley, connecting - - - - - - - - - - - - - *1st priority*
Lawrence Park Ravine - - - - - - - - - - - - - - *2nd priority*
Nordheimer Ravine - - - - - - - - - - - - - - - *3rd priority*
Edgewood-Fairmount-East Lynne Parks - - - - - - - *4th priority*
Glen Stewart Ravine - - - - - - - - - - - - - - *5th priority*

The first group of ravines, connected by the Don Valley, form a central system for which, to initiate the entire programme, a plan must be worked out at once.

THE MEANS OF RESERVATION

In Ontario, private land cannot be zoned for park purposes, unless the municipality is prepared to buy the land. Expropriation powers may be used, if necessary.

This method can work quite well for the developed parts of the parks system—parks at various levels for various activities. Needs can be projected and acquisition scheduled in the capital budget over ten, fifteen, twenty or more years. But natural parklands pose a different problem for two reasons—

(1) they are unique and once lost are irreplaceable, and

(2) in many instances they can remain in private ownership as long as they serve their scenic and environmental purpose.

In the light of these considerations, immediate and complete acquisition may not always make sense for either the City or the private owner of land.

The publication of this plan and the adoption by City Council of a strong policy of preserving, judiciously developing and maintaining ravine lands, will, it is hoped, go a long way towards ensuring the co-operation of many owners with deep lots running into ravines. Rather than adopting procedures which suggest compulsive action by the City, it is proposed that the understanding of the owners concerned be sought. Whilst there are many difficulties requiring a fresh approach to the public/private relationship to be overcome, there are already indications that owners of ravine properties will be willing to preserve these from building if their rights to privacy and quiet are respected. In many cases the owner co-operating with the City could be given advantages in the shape of protection from trespassers and maintenance of woodland. By-laws might be passed by the City for accepting land dedicated for the enjoyment of the people of the City. This method would give the owner legal assurance that the land will be held in perpetuity for public park purposes, but the basis of any legal arrangement would necessarily be an understanding on both sides of:

(a) The importance of ravines to the City as a whole and especially to the occupants of properties which adjoin them.

(b) The need for acceptance by the City of the long term responsibility for implementing the recommendations of this report.

(c) The reciprocal advantages to the owner of ravine lands and to the City which can result from sustained co-operation.

Although the legal reservation of natural parkland presents a problem, many alternative approaches have been adopted across the country. In Alberta, parkland may be reserved for purchase within a specific period of time, by means of a special by-law—a Development Scheme By-law. In a recent court case in Saskatchewan, the bench, in Regina Auto Court vs. Regina City, upheld the right of the City of Regina to zone land for parks. In Quebec, a municipal council can, by by-law, set aside future park areas, which are reserved until the municipality acquires the property; and property owners may not claim compensation or damages for any building or improvement erected after the by-law is in effect. In Newfoundland the Government may, outside the City of St. John's, designate "areas of natural beauty" and make regulations to control development in such areas; in all urban areas, parkland may be either acquired or its use regulated by local councils, subject to the right of owners to serve a purchase notice on a council. These various methods should be examined to see whether they offer possible solutions to the preservation of ravines in Toronto.

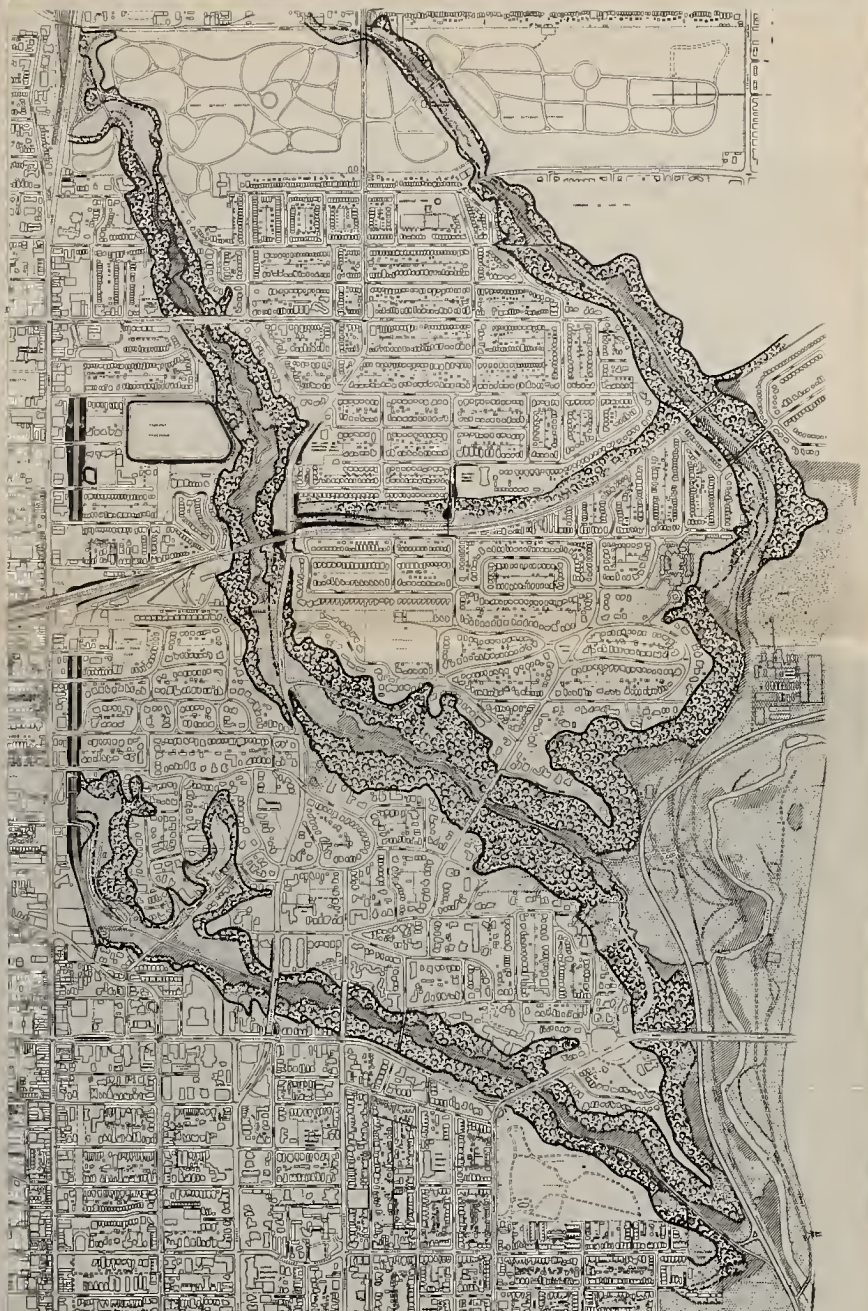
6. A PLAN FOR THE CENTRAL SYSTEM – 1st PRIORITY

The ravines leading northwest from the Don Valley form part of the most extensive, continuous and accessible area of natural open space in the City. Rosedale Valley, Vale of Avoca-Park Drive Ravine and Moore Park Ravine linked by the Don Valley, constitute a central system, running for two and a third miles from Riverdale Zoo to Mount Pleasant Cemetery; and, east to west for about a mile and a quarter from the Don to Yonge Street. This position at the heart of Metropolitan Toronto, close to two major transit lines, places the area within reach of large segments of the population. It is unique in this respect, and the best place to begin a natural park network to serve the entire City.

The physical features of this three hundred acre natural park area are shown on Map 8. The features of greatest significance for the ravine park plan are the following:

(1) The penetration of the ravine fingers into residential districts.
(2) The continuity of the natural area, linked by the Don Valley, broken only by three road crossings at grade—Park, Mount Pleasant Road and Moore Avenue.
(3) The loops or circuits formed by (a) Park Drive Ravine; the open land north of the C.P.R.; and the southern part of Moore Park Ravine and the Don Valley, and by (b) Vale of Avoca-Park Drive Ravine-Moore Park Ravine and Mount Pleasant Cemetery.
(4) The trees covering virtually all of the ravine slopes.
(5) The breadth of the ravines, typically 400 feet wide from crest to crest but narrowing to about 200 feet in parts of Rosedale Valley and Moore Park Ravine, and broadening to 800 feet in Park Drive Ravine.
(6) The depth, which varies from about 20 feet at the upper limits of the available land to approximately 125 feet where they join the main Don Valley.
(7) The width of the ravine bottom which is typically 80 to 100 feet, broadening out to 400 feet in a few cleared level areas.
(8) The treeless nature of this part of the Don Valley.
(9) The presence of expressways and main roads—in the Don Valley, Rosedale Valley and possibly Park Drive Ravine.

The plan evolved for this area, presented in Maps 9 and 10 results from the attempt to fit into this landscape a park that serves the uses outlined in Section 3 and developed by the principles stated in Section 5. This development plan has the following main elements:



RAVINE LANDS

PHYSICAL FEATURES

SCALE 1" = 800'

TOP OF SLOPE
BOTTOM OF SLOPE
CLEARED LEVEL AREA
WOODED LEVEL AREA
CLEARED SLOPES
WOODED SLOPES
STREAMS

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WALKING AND SKI TRAILS

The emphasis on the walking trail as the basic skeleton of the plan reflects the unique role of the ravines as a place where, in the heart of the City, a person can find quiet relaxation, close to nature. This is the simple and basic purpose of the plan. It is realized by a trail system providing a continuous walk of about 6 miles, with pedestrian access from adjoining streets at every possible point. To make continuity possible, the plan shows;

(a) the Rosedale Valley trail on the north side of the road, within the thirty-seven feet of the road allowance beyond the curb, making possible a link to Park Drive Ravine without crossing Rosedale Valley Road;

(b) a pedestrian underpass of Mount Pleasant Road, which could be part of the grade separation arrangements projected by the preliminary design of the proposed Cross-town Expressway, and an underpass of Moore Avenue;

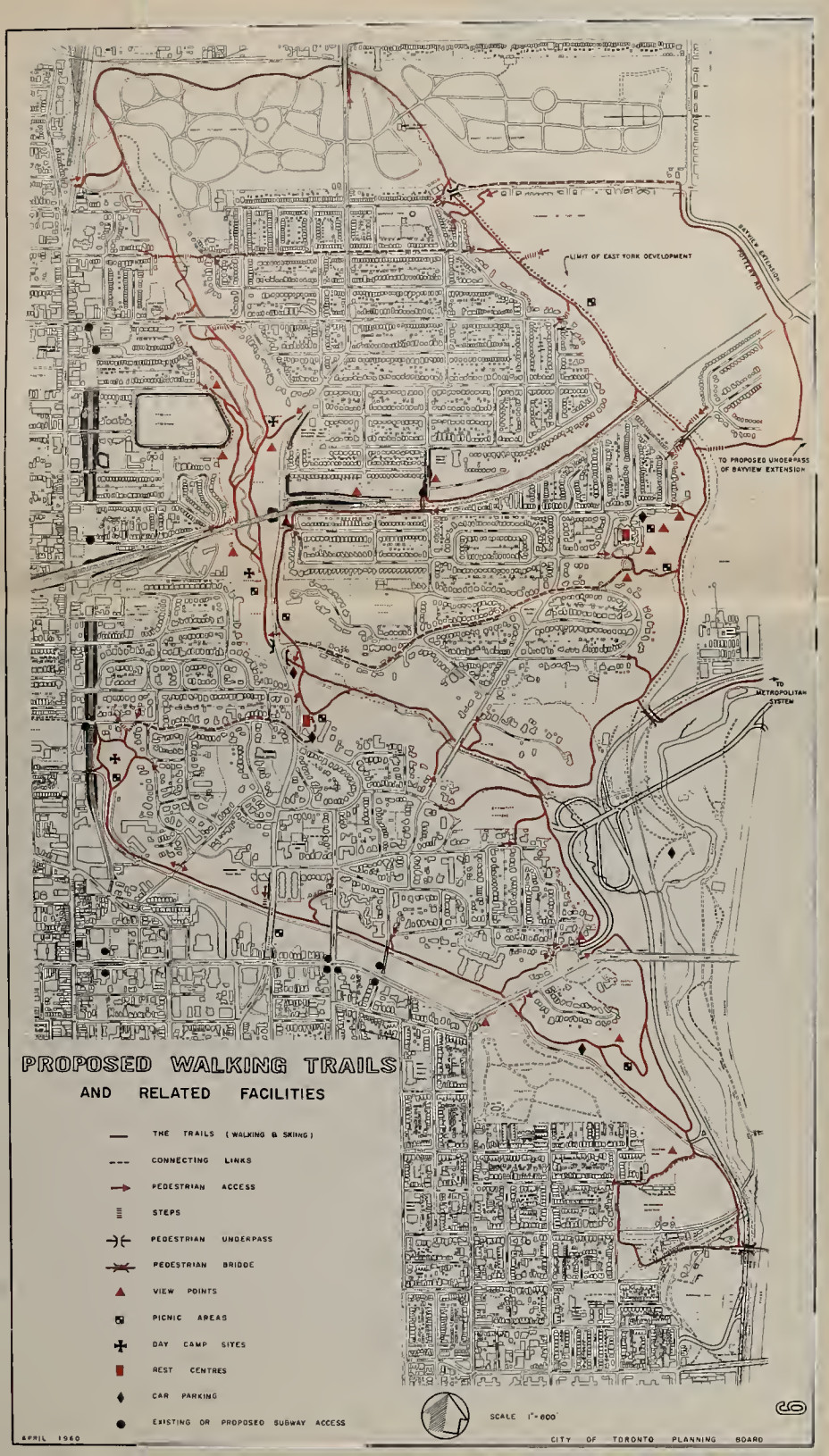
(c) a link through Mount Pleasant Cemetery, which is acceptable to cemetery authorities.

The location of the Avoca-Park Drive trail is for the period of approximately ten years, before the Cross-town Expressway is constructed. Readjustments may have to be made later, but in the very substantial interim this part of the trail should function without a break at Mount Pleasant, by providing a temporary bridge across Mount Pleasant from the ravine to Reservoir Park.

Links with the Metropolitan ravine parks in the Don to the north and Massey Creek to the east are suggested. The first goes over the ridge north of the brickworks quarry, crosses the railway at grade, drops down to the old surface of Pottery Road, and underpasses the Bayview Extension. This links conveniently with the bridge across the Don River and the underpass of the Don Valley Parkway. The second link would be a bridge across the Bayview Extension, near the City leaf mould plant, and the park area and parking facilities planned by Metropolitan Parks in the Don Valley north of Bloor in association with the Don Valley Parkway. To connect north and east a footpath would be required on the east side of the Don to the underpass of the expressway near Pottery Road. Both connections would be useful; the underpass of the Bayview Extension would be less expensive than the bridge.

The plan makes possible a number of interesting walks. Starting at Chorley Park, there is a two and a half mile walk in a circuit along the Don, Park Drive Ravine, the open hill north of the C.P.R. line and the lower part of the Moore Park Ravine. For the more energetic there is a four and a half mile hike that takes advantage of the link between the Vale of Avoca and Moore Park Ravine provided by the path through the Cemetery. And the hardy walker can add an additional mile by beginning his trek at Riverdale Park.

A pedestrian trail needs to be about four to six feet in width, and surfaced either with a binding material or with gravel or cinders, which would permit the easy drainage of water after a rain or in Spring or Autumn, so that the trails could be used for the longest possible period. By marking the trails, they can serve the cross-country skier in the winter.


LIMIT OF EAST YORK DEVELOPMENT
TO PROPOSED UNDERPASS OF BAYVIEW EXTENSION
TO METROPOLITAN SYSTEM
PROPOSED WALKING TRAILS
AND RELATED FACILITIES
TRAILS (WALKING & SKIING)
CONNECTING LINKS
PEDESTRIAN ACCESS
STEPS
PEDESTRIAN UNDERPASS
PEDESTRIAN BRIDGE
VIEW POINTS
PICNIC AREAS
DAY CAMP SITES
REST CENTRES
CAR PARKING
EXISTING OR PROPOSED SUBWAY ACCESS
SCALE 1"=600'
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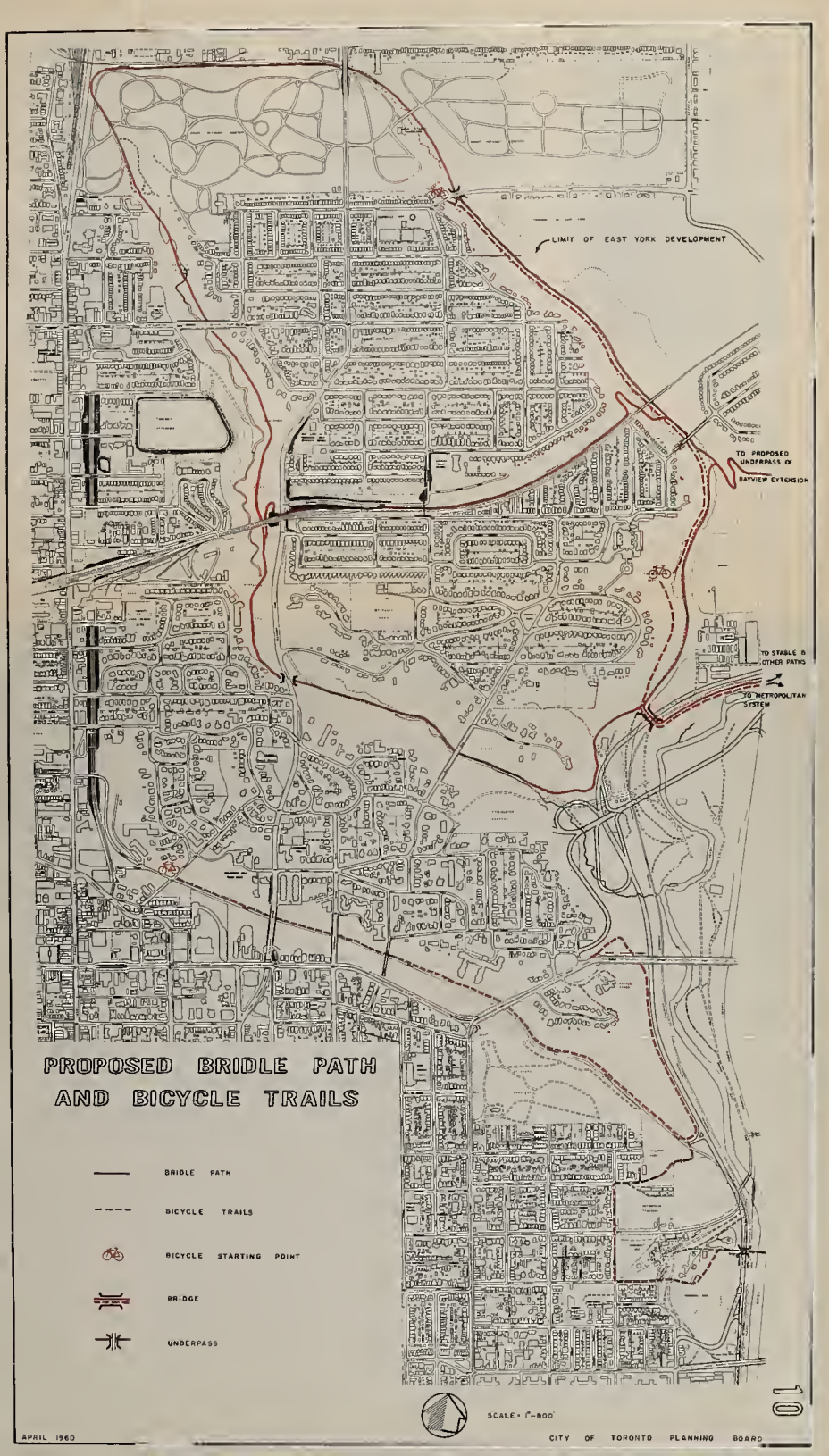
6


LIMIT OF EAST YORK DEVELOPMENT
TO PROPOSED UNDERPASS OF BAYVIEW EXTENSION
TO STABLE & OTHER PATHS
TO METROPOLITAN SYSTEM
PROPOSED BRIDLE PATH AND BICYCLE TRAILS
BRIDLE PATH
BICYCLE TRAILS
BICYCLE STARTING POINT
BRIDGE
UNDERPASS
SCALE: 1"=800'
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Mount Pleasant Cemetery is beautifully planted. Its use as an integral part of the walk system would be invaluable

This underpass of Mount Pleasant Road in the cemetery makes possible an uninterrupted walk from the Vale of Avoca to the Moore Park Ravine

The wooded slope north of the C.P.R. line is an important link in a circuit walk, from and to Chorley Park

Looking North along Don Valley, from the Castle Frank Estate

Northwest from the Glen Road Bridge

Looking South along the Don Valley, from the View Point at the convergence of the Rosedale and Don Valleys

BICYCLE TRAILS

The plan (Map 10) provides two bicycle trails of about a mile and a quarter each—one at the south of the system, in Rosedale Valley; and at the north in Moore Park Ravine. The first takes advantage of the more lineal character of the Rosedale Valley and of the extra right-of-way along the north side of the road in which a hard surface trail of about ten feet could be built, separated from the car traffic by the existing line of trees. It is essentially a short distance trail suitable for serving the children in the very densely developed area south of Bloor in which parks and recreation facilities are very limited. The northern trail, built separately, parallel to the existing cinder road to avoid conflict with walkers and people on horseback, could serve as another short run; and, in addition, by linking across the proposed bridge near the leaf mould plant, could be part of a longer route permitting a trip of several miles within the Metropolitan ravine parks when a complementary trail is developed outside the City. The cleared area below Chorley Park provides space for a bicycle station, where bicycles could be rented and serviced should a need for that kind of service arise. Grades on both trail locations are quite feasible for bicycles.

DAY CAMPS

Boy Scouts, Girl Guides, and other youth organizations serving the children of Toronto on a City-wide basis, are interested in having day camps within the central ravine system. Day camps are used as bases for day-long expeditions by young groups. To function properly they should be reasonably close to transportation and provide such minimal facilities as a shelter, water, toilets, firewood and an area for fires, and a clearing for play. Three sites are indicated in the plan—the natural bowl, east of the Rosedale subway station; and Reservoir Park, north and south of the track, served by Summerhill and St. Clair subway stations. The development of these areas becomes more important as other suitable camp sites become, with the growth of the urban area, less accessible in terms of travelling time and cost.

PARKING

While the central ravine system is very well served by public transit facilities, to function fully as a City-wide park a certain amount of off-street parking will be required. The plan attempts to meet these needs without making inroads into valuable ravine lands. There are four designated sites—at Chorley Park on the site of the temporary buildings facing Douglas Drive; at Mooredale House where an existing lot is not fully utilized; on the east side of Mount Pleasant Road at Roxborough Drive; and in the main Don Valley as part of the Metropolitan Parks development.

SUMMARY OF THE PLAN

The keynote of the plan is unobtrusiveness. The emphasis is not on spectacular developments, but on assuring that the people of Toronto will continue to have a place, perhaps a little more comfortable and accessible, where they may observe the spectacular things in Nature—birds and other animals and plant life—and enjoy its beauty.

Ninety years ago the renowned Canadian naturalist, Ernest Thompson Seton, built his cabin for observation purposes in the Moore Park Ravine just east of Chorley Park. Today the same area is still used by students of the University of Toronto Faculty of Forestry. The plan is put forward as an attempt to maintain this kind of tradition and fulfilment, at a time when neglect, misuse, roadway plans, or the plain commercial urge to develop, create a serious risk of destroying large parts of our best natural parkland.

Fulfilment of the plan will require the following developments:

6 miles of walking and skiing trail
12 short paths from streets and tableland to trails
9 sets of steps down slopes to trails
9 picnic areas
5 miles of bridle path
2½ miles of bicycle trail
2 rest centres
3 day camp sites
4 parking areas
3 underpasses for pedestrians and horses (and 1 temporary bridge)
1 bridge for horses
1 bridge for pedestrians, bicycles and horses

Not all of these facilities will have to be provided in full. There are some existing developments that, with some improvement, can be integrated into the proposed park plan. The emphasis of the plan should influence each of the individual features, putting a premium on informality, small scale, and simplicity.

PRIORITIES FOR PRIVATE LANDS

A little over a third, 137 acres, of the approximately 300 acres of ravine and valley land in the central system is privately owned. And most of this, as a comparison of Maps 11 and 12 will show, is essential or desirable for the natural park system.

Priorities for the acquisition and control of private land are shown on Map 11. The four priorities are an adaptation to the specific conditions of the area, of the general rule laid down in Section 5 of this report. The four groups, the land within each, and the areas under each category are, as follows:

1st priority—Lands essential for a continuous trail system

LANDS	ACREAGE
A. Without assuming E.-W. Expressway in Park Drive Ravine	
• A 50 foot strip north of the C.P.R., connecting MacLennan Avenue and Moore Park Ravine • A parcel in the Vale of Avoca connecting existing City lands with Heath Street East • A parcel in the Vale of Avoca connecting Heath Street East and Mount Pleasant Cemetery Lands	5.39 A.
B. With E.-W. Expressway assumed	
• A 75 foot strip on the south side of the Expressway right-of-way between Mount Pleasant Road and Glen Road. • The property remaining on the south side of the right-of-way east of Glen Road (held by a single owner) and including the south-westerly portion of the private road	3.58 A.

2nd priority—Lands required for scenic and environmental purposes which could legally be developed

LANDS	
A. Areas which because of commercial zoning may be under pressure for development	
• Two 100 foot strips on the south side of Rosedale Valley Road between Park Road and Sherbourne St.	2.51 A.
B. Areas not placed under pressure for development by zoning	
• Lands on the north side of Rosedale Valley Road	8.35 A.
• Parcels in Rosedale Valley, backing on Gibson's Lane	2.33 A.

3rd priority—Lands required to improve the minimum inter-connected trails system

A. Without assuming E.-W. Expressway

- A parcel in the Vale of Avoca, south of St. Clair Avenue, at the bottom of Inglewood Drive
- A triangular parcel at the easterly end of Craigleigh Gardens
- The unopened road allowance west of Cluny Avenue leading into the Park behind Rosedale Subway Station

1.76 A.

B. With E.-W. Expressway assumed

- A 15 foot strip along the north of the Expressway route from Mount Pleasant Road to the City lands west of Glen Road
- A 75 foot strip along the north side of the Expressway inter-change

.90 A.

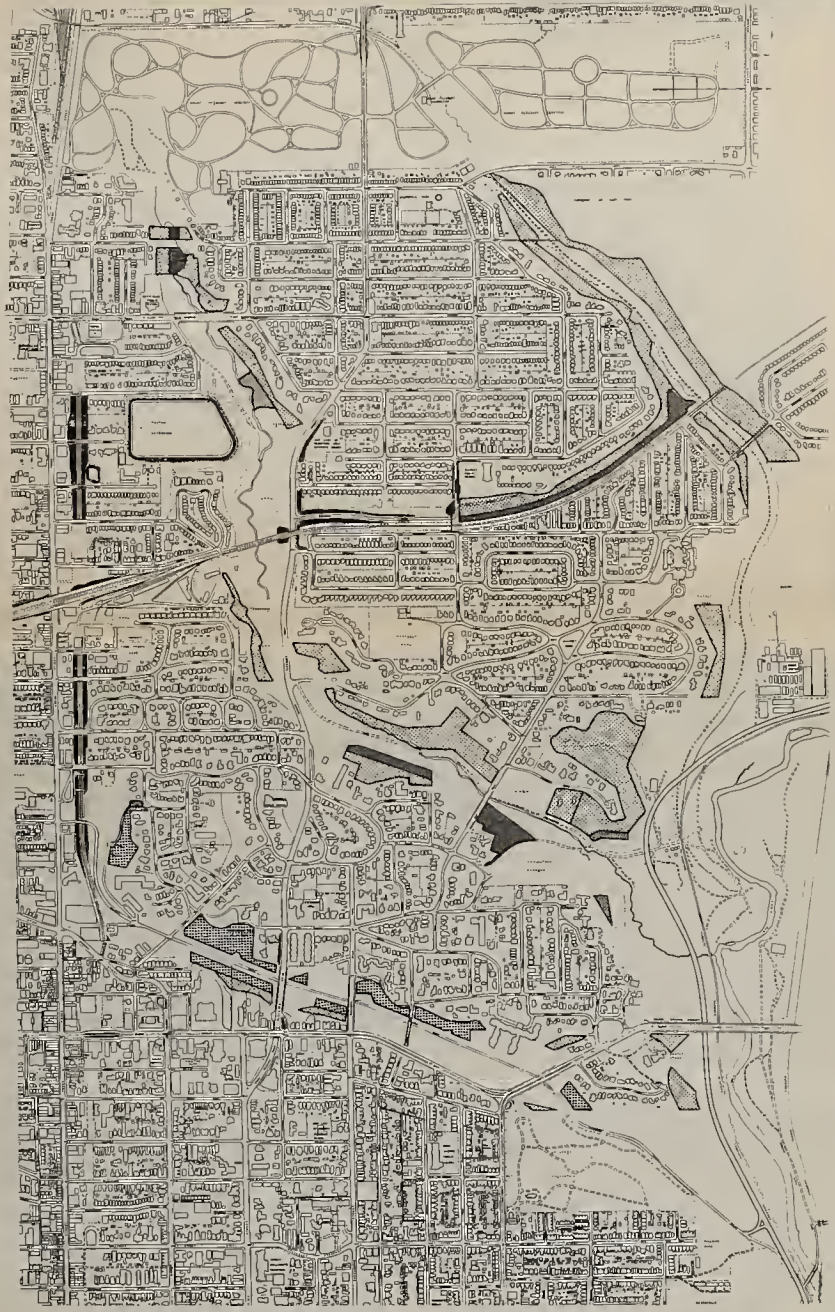
4th priority—Lands useful for scenic and environmental purposes, which because of zoning controls and the absence or removal of legal access could not be developed

All remaining private lands

- in Rosedale Valley — 1.96 A.
- In Moore Park Ravine — (in City) 20.57 A.; (in E. York) 10.77 A.
- in Vale of Avoca—Park Drive Ravine (assuming the closing of Park Drive Reservation) — 34.37 A.
- in the Don Valley — 2.12 A.

Priorities on the above basis break down into the following acreages:

1st priority - - - - - -	8.97 A.
2nd priority - - - - - -	13.19 A.
3rd priority - - - - - - -	2.66 A.
4th priority - - - - - - -	69.79 A.
Total private land for acquisition and/or control -	94.61 Acres



RAVINE LANDS

PRIORITIES, ACQUISITION AND / OR CONTROL OF PRIVATE LAND

SCALE 1" - 800'

FIRST PRIORITY

SECOND PRIORITY

THIRD PRIORITY

FOURTH PRIORITY

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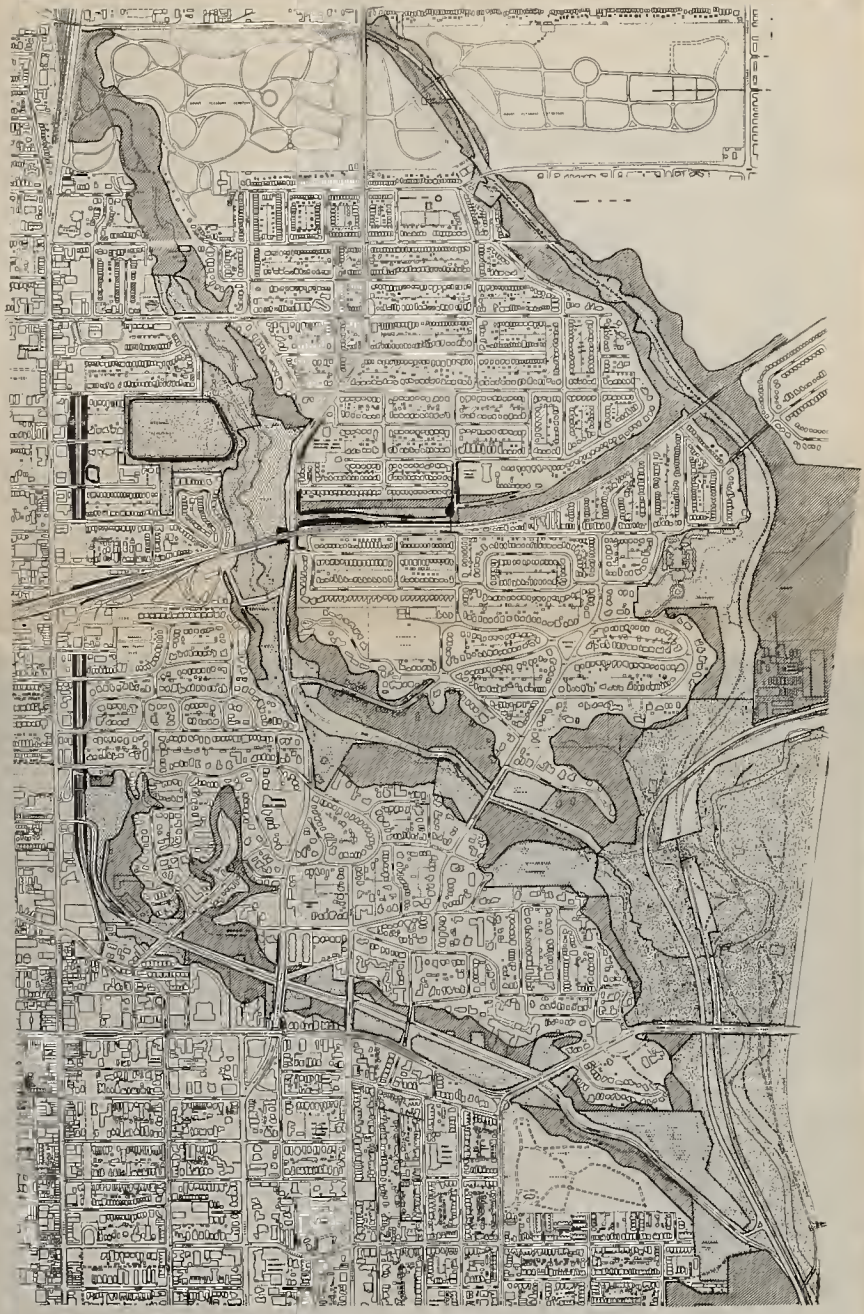

RAVINE LANDS

OWNERSHIP OF LANDS

SCALE 1" = 800'

CITY OF TORONTO OWNED LANDS

METROPOLITAN TORONTO OWNED LANDS

PRIVATELY OWNED LANDS

12

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CITY OF TORONTO PLANNING BOARD

THE MEANS OF RESERVATION

The priorities will serve as a guide to the sequence of land acquisition and control. The means of reserving ravine land, within the existing legal framework, depends on zoning controls, total acquisition, acquisition protected by a covenant assuring a park use, leasing, easement agreements for right-of-ways, and on grants from private owners protected for park purposes by a Council by-law.

The extraordinary value of the natural parklands to the people of the City, and the substantial amount of private land required for a complete system make it essential that all the means for achieving the proposals described in this report be fully explored. The limitations of parkland zoning have been discussed. The Zoning By-law limits construction to one basement or floor down ravine slopes in Residential Districts; and provides protection for lands dedicated to parks. If the principle of limiting development below grade is sound and legally acceptable for residential areas, it might be acceptable for commercial areas. The possibility of a zoning amendment should be explored, and while the City cannot zone private lands for park purposes without compensation to the owners, the owners who are interested in the general and particular benefits of a parkland classification, could voluntarily request or consent to a park zone. Acquisition protected by a covenant assuring a park use creates the prospect that an undertaking of that nature on the part of the City would materially affect the amount of the consideration to be paid to the owner. Leasing of land provides a way of reducing the City's outlay of capital. Easements might be quite adequate for some of the narrow strips of land required for the trails. Grants from owners, protected by appropriate by-laws, are a real prospect, which the plan itself will encourage. The keynote should be that of fullest co-operation between the City and the private owners with the intention of securing well defined and mutually acceptable objectives.

Because of the size and complexity of the costing task, it has not been possible to obtain an estimate of the cost of acquiring and/or controlling the private ravine lands in time to incorporate it in this report. Studies are under way, in association with the Department of Real Estate, with a view to obtaining an estimate of land costs. This, along with estimates of the construction and maintenance of the proposed developments, which will be worked out with the aid of the Parks Department, will form a supplementary report.

THE METROPOLITAN ACQUISITION PROPOSALS

The Metropolitan Toronto Roads and Traffic Committee has suggested an arrangement for sharing responsibility and cost, between City and Metro, for Rosedale Valley and Park Drive Ravine. They have reasoned that "in view of the necessity of preserving the lands in the Park Drive Reservation for the proposed Cross-town Expressway, that any action to preserve the adjacent hillside lands for park purposes should be taken by the Metropolitan Corporation, but as it does not appear that Rosedale Valley will be required to serve any further arterial use beyond its present capacity, . . . the preservation of the hillside lands adjacent to Rosedale Valley Road should be undertaken by the City." And they have suggested, accordingly, that the City will sell to the Metropolitan Authority for one dollar its 17.5 acres of parkland in Park Drive Ravine, on condition that Metro acquires control over the remaining ravine lands (28 acres) and would maintain these as parklands. In return the City would acquire control over the 16.8 acres of private lands in Rosedale Valley and would add this to the 25.2 acres of parkland already there. The right-of-way of Rosedale Valley Road would remain with the Metropolitan Authority.

Considering the Metropolitan proposal in the light of the perspectives of this report it is clear that there is no basis for considering the sharing of responsibility for only a part of the central ravine system. The proposal does, however, bring attention to the fact that there are joint City-Metro interests in the central ravine area, arising from expressway plans, the flood plain control measures of the Metropolitan and Region Conservation Authority, and their common interest in reserving natural parklands and developing their park potential; the Draft Metropolitan Plan designates all land within the central ravine system, except Vale of Avoca-Park Drive Ravine, as parks of metropolitan significance. There needs to be an understanding on the function of these lands, and on the responsibility for acquisition and control, and the administration of the lands within the central system. The privacy of the park use, and the invasion of the area by expressways, places a considerable onus on the Metropolitan Authority. No piecemeal, patchwork arrangements will meet the challenge posed by the ravine lands.

PARK DRIVE RAVINE

A PATH TO THE WOODS

From Castle Frank Road you can stroll into Craigleigh Gardens and then down the slope into the ravine

A FOREST IN THE CITY

The tree growth along the south slope is rich and diverse, full of interest to the nature lover and a pleasure to look at

COACH HOUSE INTO REST CENTRE?

This city-owned house on the grounds of the Mooredale Community Centre sits on the edge of the slope near Mount Pleasant, conveniently located for a meeting place, refreshments, or a stop on the trail

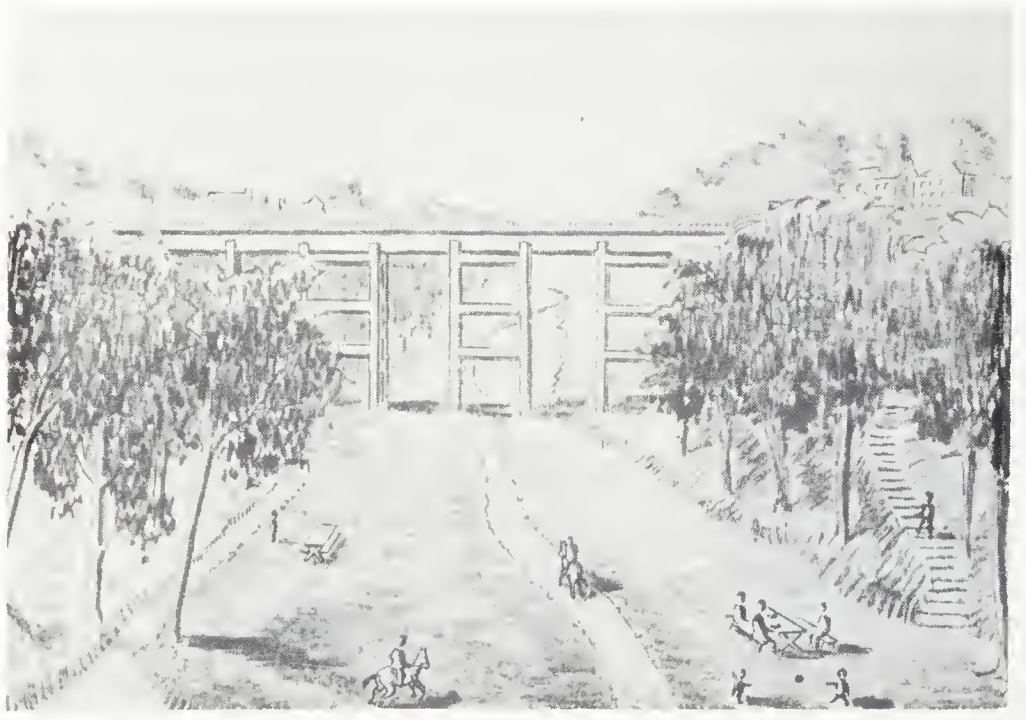
MOORE PARK RAVINE

BEAUTY AT GOVERNOR'S BRIDGE

An old rail bed adapts itself readily to the needs of the hiker and rider

THE END OF THE ROAD

St. Clair Avenue East ends with this view of the valley. Steps are required here to give safe access to the trail.



A GOOD STRETCH

The ravine runs for a mile from Moore Avenue to the Don Valley. Its value will be greatly enhanced by linking to the north through Mount Pleasant Cemetery, and to the south, through Park Drive Ravine

ADMINISTRATIVE PROBLEMS

The main administrative tasks posed by the ravine development plan are:

(1) the establishment of machinery for the design, programming and construction of the proposed developments
(2) the maintenance and general supervision of the parkland area
(3) the policing of the entire system.

The first two functions are executive Parks Department responsibilities. The first involves close liaison with the Planning Office in the further evolution of the plan, with the Real Estate Department and City Solicitor in the acquisition stages of the programme, and with the authorities of East York, in relation to the east half of Moore Park Ravine.

The second task involves coordination and regulation of the various agencies—City Works, Metro Roads, City Parks, Metro Conservation Authority in the Don Valley proper—whose activities impinge on or could affect the ravine lands. At present there is, to a degree, an administrative vacuum that permits a certain amount of casual filling along ravine slopes, and the dumping of substantial amounts of old broken up sidewalks on the path in Moore Park Ravine. If the area is to be preserved as natural parkland the works of the various agencies must fit into the overall park concept and programme.

On the problem of police supervision, the Deputy Chief of Police has cited the experience of Lawrence Park Ravine which "has become a natural playground for children, a haunt for birdwatchers and a pleasant walk for nature lovers. There are no roads, as such, in this natural ravine park, and the trails are not laid out or suited to the passage of motor vehicles." And he has advised that "in this type of park, the patrolling of some should be carried out by the Mounted Unit. The constable's elevation on the horse will give him better control than would be possible if the constable were on foot. The presence of a mounted constable is, in my opinion, the most effective manner of patrolling parks, and would prevent the destruction of trees and shrubs and assure a peaceful occupation by children and others." This covers the point.

7. SUMMARY AND RECOMMENDATIONS

This report has surveyed the natural parkland resources in the past and the present, in the City and the Metropolitan area; identified seven distinct areas in the City that are parts of original ravines and should be reserved as parkland; has outlined the elements of a ravine development plan encompassing uses, principles of development, a priority system for acquisition and control of lands, and the means of reserving natural parkland; and has focussed on the 1st priority area—the central ravine area of some three hundred acres, related to the Don Valley—and has evolved a general plan for its use as a natural park.

RECOMMENDATION OF THE BOARD,
SPECIAL MEETING OF MAY 17, 1960, ITEM 3
That City Council:

1. Initiate an amendment of the Official Plan of the City of Toronto that will express long term city policy with respect to the preservation of the seven natural parkland areas, the principles of ravine land development, and the priority system for the acquisition and control of ravine land, in accordance with Section 5 of this report.
2. Amend the Zoning By-law to classify all City-owned lands in Rosedale Valley, Park Drive Ravine and Moore Park Ravine, which are not now zoned as parkland, to "G", the park district.
3. Amend the Zoning By-law to prohibit the use of ravine and valley slopes for building in C districts, in the manner already provided with respect to R districts, in Section 4(18) of the Zoning By-law.
4. Accept, as a matter of policy, the central ravine area as the first priority area for development as a natural park.
5. Adopt, as a matter of policy, the proposed ravine development plan for the central ravine system, as outlined in Section 6 of this report; and authorize, for preliminary costing, the preparation by the Parks Department of the preliminary design of the main features of the plan.
6. Authorize the Planning Office, in consultation with the Director of Real Estate, and the Commissioner of Parks and Recreation to acquaint the private owners of ravine land with the proposals of this report, and to seek their co-operation in the preservation of ravine land for park purposes.
7. Consult with the Executive of the Metropolitan Corporation, with a view to reaching an agreement on all matters of common interest in the central ravine area.
8. Authorize the Planning Office to discuss with officials of the Provincial Government the possibility of introducing amendments to provincial legislation that will facilitate the reservation of areas of natural beauty for park purposes.
9. Give consideration to a financial policy for ravine land control and development, when estimates of acquisition and/or control, construction and maintenance for the central ravine system are completed.